

CLASSIFIED MESSAGE

SECRET

(When Filled In)

FILE INFO

REPRODUCTION PROHIBITED

1 OCT 71 08 46

ACTION	100877578734	2	DSA	6	INTEL	11	16
		3	DOPS	7		12	17
		4	IOEA	8		13	18
		5	RB	9		14	19
				10		15	20

TOP SECRET 180537Z OCT 71 CITE

25X1

NFO

25X1

FOR

REF:

25X1
All chd

I.

PILOTS ARE WELL AWARE OF THE

IMPORTANCE OF MISSION TRACK ACCURACY, PARTICULARLY UNDER THE PRESENT ENVIRONMENT. TO INSURE THAT OUR PILOTS CAN FLY PRECISE TRACKS WITHIN PLUS OR MINUS THREE MILES, WE HAVE AGAIN STUDIED THE FACTORS BEARING ON THIS ACCURACY. THE PILOTS HAVE PROVED THEY CAN HOLD THEIR ERROR TO PLUS OR MINUS THREE MILES ON TNG MSNS. WE BELIEVE THEY CAN ALSO DO THIS ON OPS MISSIONS PROVIDED CERTAIN CONDITIONS ARE PRESENT. THESE ARE:

A. GOOD WEATHER WITH VISIBILITY ADEQUATE TO DISTINGUISH PRE-PLANNED LAND MARKS FOR DRIFT SIGHT ANGLE CHECKS.

B. ADEQUATE LAND MARKS (ISLAND OR COASTAL POINTS) FOR CHECKING DISTANCES OFF THE COAST WITH THE DRIFT SIGHT.

C. DRIFT SIGHT WITH A MINIMUM PLUS OR MINUS THREE MILE TOLERANCE AT DISTANCES OF 25 NM.

D. PRIOR TO FIRST FLT LINE ALL CANNED RTEs SHOULD HAVE A LEG THAT

MORI/CDH

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ANGLES INTO THE COAST LINE RATHER THAN PERPENDICULAR AS IN MSN C-321C. ADDITIONALLY, BEFORE BEGINNING THE FIRST FLT LINE THERE SHOULD BE A MINIMUM OF A ONE MINUTE LEG, APPROX IN LINE WITH THE FLT LINE, WITH A LAND MARK FOR A DRIFT SIGHT ANGLE CHECK. THIS WILL ALLOW PILOT TO MAKE A FINAL ADJUSTMENT TO INSURE AN ACCURATE FLT PATH.

E. NO CANNED ROUTE SHOULD HAVE A FLT PATH CLOSER THAN 28 NM TO THE COAST IF 25 NM PLUS OR MINUS THREE MILES IS TO BE THE MINIMUM DISTANCE.

2. TO FURTHER IMPROVE NAVIGATION THE PILOTS WILL USE LARGER SCALE MAPS WITH MORE PRE-MARKED CHECK POINTS FOR DRIFT SIGHT ANGLE CHECKS. THIS WILL INSURE THAT ALL CK POINTS SUCH AS SMALL ISLANDS ARE KNOWN TO THE PILOT. ADDITIONALLY, WE WILL STRESS TO THE PILOT THAT HE MAKE HEADING CORRECTIONS WHEN HIS DOPPLER DRIFT ANGLE IS DIFFERENT FROM THE (WE DO NOT FEEL THEY HAVE BEEN MONITORING THE DOPPLER AS OFTEN AS THEY SHOULD).

25X1

3. ONE OF THE MOST IMPORTANT FACTORS RELATIVE TO A PRECISE FLIGHT PATH IS AN ACCURATE DRIFT SIGHT. WE BELIEVE THE DRIFT SIGHT WE USE IS ADEQUATE. HOWEVER, TO INSURE THIS WE ARE IN THE PROCESS OF RE-WORKING OUR EQUIPMENT TO REDUCE BACKLASH, SLOP, ETC TO A MINIMUM.

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WE WILL THEN FLIGHT CHECK BOTH ARTICLES TO DETERMINE IF WE DO, IN FACT, HAVE THAT ALL IMPORTANT PLUS OR MINUS THREE MILE TOLERANCE.

4. OUR OPS STAFF ARE IN AGREEMENT

25X1

WITH ALL THE ABOVE COMMENTS. WE DO BELIEVE WE CAN INSURE THE DESIRED ACCURACY. HOWEVER, WE ALSO FEEL THE PILOT SHOULD ABORT THE MISSION IF AT ANY TIME HE FEELS THE CLOUD COVER/VISIBILITY IS SUCH THAT HE CANNOT CONTINUE TO NAVIGATE WITHIN THE THREE MILE LIMIT.

5. WE ARE PRESENTLY CHECKING ALL CANNED RTES FOR POSSIBLE IMPROVEMENTS TO HELP THE PILOT AND WILL FORWARD OUR RECOMMENDATIONS.

GP-1

T O P S E C R E T

BT